

There will be Polo to-morrow afternoon at 4 o'clock, a return match between Military and Civilian. There was a pick up game on Wednesday last—sides were Capt. Des Vaux, Mr. Armstrong and Mr. Whitehead, against Major Churchill, Lieut. Pedlar and Colonel and Mr. Gray. In the first round each side scored one goal, the play being fairly fast and showing improvement all round. Major Churchill's team scored one goal in the second round, more or less in the dark. It is desirable that play should begin not later than four o'clock.

Mr. F. W. Cross, Manager of the Hongkong and China Gas Company, has kindly informed us that he received a telegram yesterday from the London office of the Company stating that the Board of Directors agreed to the proposal to lay gas mains to the Peak. This enterprise on the part of the Company is highly commendable, for they have come to the decision, notwithstanding that the Government do not see their way just at present to go in for the public lighting of the district, probably on account of the fact that a lighting rate on the present assessment would not cover the cost. In time, however, the Government will doubtless agree to the lighting of the district, but meantime the outlay in capital will be so large that upon the most sanguine estimate the Company do not expect the thing to pay for itself for years to come. The first instalment of main will be about 2½ miles, to light about 14 houses for which orders have been already received, and for which the pipes have been in hand for the last month or so. The work of laying the mains will begin about the end of this month and will be finished, it is expected, about the month of April.

ATTRACTION there was a fairly good audience at the Theatre Royal last night, when the performance was for the benefit of Mr. and Mrs. Fisher, the house was not so well filled as it should have been. No doubt the disagreeable weather accounted for most of the empty seats, nearly all of which had been booked beforehand. The programme was what in the language of the Circus poster would be called varied and attractive, and both beneficiaries had plenty of work. Their efforts met with all the hearty approval which these two capable artists have invariably been accorded here. Mr. Fisher's rendering of several well-known songs in "The Waterman" was excellent. "The Jolly Young Waterman" and "The Anchor's Weighed" being particularly well received. In the first act of "Bachelors," Richard Dandridge, he appeared in one of his happiest impersonations, and his opening song and dance were, as usual, enthusiastically applauded. Equally successful was Mrs. Fisher (Miss F. Morrison) as Miss Margaret, her singing and acting being alike admirable. The other parts were well sustained. Miss Maude Hare as Rose Maybly, Mr. Sheridan as Robin O'Kapple and Mr. Sutch as the Baronet giving capital support. "Trial by Jury," which formed the concluding portion of the programme, was given for the first time by the company here, and was highly successful. Mr. and Mrs. Fisher gave a very satisfactory account of the parts of Defendant and Plaintiff respectively. Mr. Inman was an awe-inspiring "Jury," and Mr. Phil Hay distinguished himself as the "Jury." The "Ticket-of-Leave" Man is underlined for Saturday evening.

The management of railways in North Formosa, which was vested in a private company, is about to revert to the Government; the company have notified the Governor Liu Ming-chuan that their pecuniary position does not warrant their continuing the management.

The telegraph wire from Chung-hwa to Tai-pai, North Formosa, which was out and removed during the recent troubles, is to be repaired at once, and Mr. Assistant Magistrate Liu Chung-hua has been appointed to superintend the laying of the new wire.

THE SHIPWRECK has a full report of an indignation meeting of Chinese at Honolulu, on the 30th August. They assembled at 7 p.m. in the Peking Theatre to the number of 3000 or 4000. Mr. Wong Chin was called to the chair. There were Europeans present, but none of them seem to have spoken. More than a dozen Chinese made speeches. There was perfect unanimity as to their determination not to submit quietly to the oppressive legislation of the Hawaiian Government. One speaker, Tan To, took very high ground and threatened Hawaii with an invasion of Chinese fleet. Others denounced the treatment they were receiving as unworthy. Some of the speakers were men of wealth; and it was resolved to raise a fund to meet the expenses of future measures to be taken. They will first try every means in their power to induce the Government to revoke the obnoxious law; but failing that they will claim the protection of China. The blame was all laid on the European working class.

VICTORIA REGATTA.

THIRTY-THIRD MEETING.

Patron.—His Excellency Sir G. William Des Vaux, K.C.M.G.
Vice-Patrons.—His Excellency Lieut. General Cameron, C.B.; Commodore Maxwell, R.N.; &c.
Stewards.—Colonel Anderson, Northamptonshire Regt.; Honorable J. Bell-Irving, Colonel Craster, R.A.; Honorable W. M. Doane, W. H. Forbes, Esq.; D. Gillies, Esq.; T. Jackson, Esq.; Honorable B. Layton, Captain May, Esq.; St. O. Michaelson, Esq.; Commander Smythies, R.N.; Colonel Storey, R.E.; H. E. Woodhouse, Esq., C.M.G.; E. L. Woodin, Esq.
Committee.—E. J. H. Trapp, Esq. (Chairman); A. Denison, Esq.; Major Ellis, E. F. Edwards, Esq.; F. G. Gribble, Esq.; F. Koch, Esq.; J. Sampson, Esq.; O. H. Thompson, Esq.
Hon. Secretary.—J. H. Stewart Lockhart, Esq.
Hon. Treasurer.—R. T. Wright, Esq.
Judges of the Regatta.—Commander R. B. Ransby, R.N.; and E. K. Leigh, Esq.
Umpires and Starters.—Ransby—Starters.—J. Andrew, Esq.; Umpire.—E. L. Woodin, Esq.; Yachts.—G. O. Anderson, Esq.; Open Sailing Boats.—E. Burnie, Esq.
Judge of the Sailing Race.—Lieut. Ball, R.N.

Friday, December 14th, 1888.
SECOND DAY.
The weather to-day was an agreeable contrast to that of yesterday. Early in the

morning the sun broke through the clouds and the mists disappeared; and throughout the day the weather remained fine and warm, in fact all that could be desired for the Regatta. In consequence of this improvement the turnout on the flagships was much larger, while the number of launches plying about the course was greatly increased. The water was smoother to-day, although there was a little more swell.

The races began well. The first one for gigs manned by soldiers was very keenly contested by two of the boats, the winner only coming in a quarter of a length ahead. The Cambridge well deserved the victory, for it had to contend against disadvantageous circumstances and won in spite of them.

The International race was rather a disappointment to those who had, after yesterday's experience, pinned their faith to the Scotch crew. The change made in the composition of the English crew left the issue almost out of doubt from the first. Metcalfe was too heavy for the boat yesterday, and the substitution of Hayllar, lightning the boat three strokes, was a great gain to the English, who had the first place from the first, and again carried off the prize. The Scotch crew had a rather bad start. The gun failed to go off, and they did not answer at once when the about was made. The English crew, on the contrary, had a little way on when the call was made, and shot ahead at once. From the apparent onward, however, with which Ellis' crew moved along from first to last, we fear the Scotch crew, even if they had the advantage of starting, would not have proved a match for the English. As it was, the race could not be called an exciting one, for the Scotch never got nearer than a length's distance to the other boat. The result was generally popular, except with those who had been betting on the Scotch. Major Ellis had not his usual luck yesterday, and people generally were pleased to see him come in ahead at the International.

The Danish Cup was a splendid race between Lockhart's and Lamont's crew, the former winning by less than a length. Lamont's stroke might have been improved, but otherwise the crew rowed and came up in fine style at the end, although they failed to get ahead. A great and altogether unnecessary delay occurred between the 5th and 6th races, which made the events thereafter an hour late, so that the finish did not occur till it was dark. Fortunately the night was clear and not much inconvenience was caused thereby. Hickley's naval crew had two good wins. They carried off the Club Fours almost without an effort, and the Garrison Cup they won in fine style, leaving Lockhart's crew two and a half lengths behind. The last race of all was run in the dark. It was a very exciting one at the close, and was interesting as somewhat of a novel innovation. Lockhart's crew for more than three fourths of the course had the race all their own way, but Ellis made a splendid spurt at the finish, and almost won the prize. In fact it was very difficult to say who had the advantage, but we believe it lay with Lockhart, who was a little more than half a length ahead.

The course was somewhat sloping to-day, more by accident, we suppose, than anything else, for it did not seem to be much looked after. There is said to have been some stupid misunderstanding between the Harbour Master's Department and the Police about the keeping of the course, the latter stating that as the requisite notice was not given to the boating population about the course having to be kept clear, they could not interfere; whether this is so or not, we think at least the police might have done more than they did.

1ST RACE.—12.30 P.M.—For Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. The boats to be approved by the Committee. Winning Boat, Race No. 2 First Duty must change two of H.M.'s Crew before it can be allowed to start. Distance, One Mile. Entrance, 81. First Prize, 15; Second, 65.

Royal Engineers. Cambridge.
Royal Artillery. Unique.
Royal Dragoon. Gunner.
There being no race for senior sculls the ball opened to-day with the race for gigs, which proved a most interesting event, and resulted in a very popular win for the Royal Engineers' six-oared boat Cambridge. The three boats got away fairly even although somewhat too close together. They kept pretty well in line for about half the course, when the Gunner which had the middle position began to draw ahead slightly, the other two keeping in line behind her. This position was only maintained for a short distance however, and it became evident that the Cambridge, whose crew were pulling back together, would give the leading boat hard work. Although greatly hampered by the Gunner, the Cambridge crew began to show their mettle and a most exciting struggle ensued between them; but by this time being practically out of the race. When three quarters of the course had been rowed the two boats were level and both crews doing their utmost. They kept in this position until close on the flagpole, when the Cambridge again drew ahead gradually and finished a quarter of a length in front of the Gunner. Time 8.16.

2ND RACE.—1 P.M.—INTERNATIONAL RACE. CHALLENGE Cup.—For Boats of Distance, One Mile. This Cup to be won two consecutive years before being finally held. Distance, One Mile. Entrance, 10.

(English.)
Rose.
Station No. 1.—Black and Red Sash.
Bow, W. D. Shepherd, 10st. 0lbs.
No. 2, G. Bramwell, 12st. 0lbs.
No. 3, F. E. Hayllar, 11st. 2lbs.
Stroke, Major Ellis, 12st. 0lbs.
Cox, J. T. Tigh, 6st. 0lbs.

(Scotch.)
Thistle.
Station No. 2.—White with a Thistle.
Bow, E. Blair, 10st. 0lbs.
No. 2, W. Taylor, 10st. 0lbs.
No. 3, A. G. Stephen, 10st. 10lbs.
Stroke, J. H. Stewart Lockhart, 12st. 0lbs.
Cox, W. Stopani, 6st. 0lbs.

(Danish.)
Shamrock.
Station No. 3.—White and Green.
Bow, E. O. O'Brien, 9st. 9lbs.
No. 2, E. Travers, 10st. 10lbs.
No. 3, J. Little, 11st. 0lbs.
Stroke, G. O. Rockford, 11st. 2lbs.
Cox, G. A. White, 6st. 2lbs.

The change of Hayllar for Metcalfe, whom we saw was rather too much for the English crew yesterday, gave that crew a far better chance to win the International. A fair start was made, the English if anything, having the advantage. The Scotch had the inner course and were altered very well, but it was not the best course, as they had to make a slight detour to clear the jostle. The English had a straight course to the close, but the Cox made the boat wriggle a good deal and lost a little ground in this way. The English crew, however, had the race in hand from the first. Before a quarter of the course had been covered they were a length ahead, and they practically kept this distance in front all the way. The crew pulled very well together, a beautiful stroke, and seemed to take the work very easily. The Irish were practically out of the race from the first. As the first pier was reached the Scotch seemed likely to make up with their rivals, more especially as the latter were being stored a little too far from the shore. However the Scotch, despite their efforts, could not catch up the English crew. At the close they made a spurt, but they appeared more exhausted than their opponents, for the English answered the challenge, and came in, in fine style, a length ahead.—Time 7.24.

English Crew. 1
Scotch Do. 2
Irish 0

3RD RACE.—3 P.M.—FOR MEN-OF-WAR'S CUTTERS.—Distance, One Mile. Entrance, 81. First Prize, 82; Second, 10. No time allowed for Oars. (Winner of 5th Race, 1st Day, to be excluded.)

H.M.S. Imperieuse. Victoria.
Another boat from the Imperieuse and also the Alacrity joined the above boat and made a good race. Victoria, which had the inside course, did not show any sign of being likely to win until the course was more than half rowed, the lead up to that point having been kept by her companion boat, which was about a length ahead of both the others. After that however the Victoria got away quite easily and beat her companion by about three lengths, the Alacrity being an indifferent third.

Victoria. 1
Alacrity 2
Scamrock 3

4TH RACE.—2 P.M.—PUBLIC SCHOOLS RACE. Presented by H. N. Mody, Esq. Open to all Boys whose names are on the roll of any School in the Colony. For Four-Oars. Distance, One Mile.

Thistle.
Station No. 1.—
Bow, H. Horapool, 8st. 2lbs.
No. 2, J. Ross, 8st. 3lbs.
No. 3, J. Lamont, 8st. 0lbs.
Stroke, R. J. Mahoney, 8st. 10lbs.
Cox, W. W. Stopani, 6st. 0lbs.

Leek.
Station No. 2.—White and Pink Sash.
Bow, H. G. Grimble, 8st. 4lbs.
No. 2, L. Eitel, 8st. 6lbs.
No. 3, C. T. Kew, 9st. 12lbs.
Stroke, M. F. Fredericks, 8st. 9lbs.
Cox, G. A. White, 6st. 2lbs.

Victoria.
Station No. 3.—White with a Black Star.
Bow, H. Gonzalez, 8st. 4lbs.
No. 2, J. Query, 8st. 2lbs.
No. 3, V. P. Gonato, 8st. 12lbs.
Stroke, R. Gonzalez, 9st. 0lbs.
Cox, J. H. Fildes, 7st. 7lbs.

Korumbine.
Station No. 4.—Dark-blue and Red (Cap only).
Bow, F. D. Dirckx, 8st. 0lbs.
No. 2, F. Southey, 8st. 4lbs.
No. 3, R. P. Malcampo, 8st. 13lbs.
Stroke, J. F. Mahoney, 8st. 4lbs.
Cox, G. L. Shuster, 8st. 4lbs.

The Korumbine did not turn up at starting point. This race was, as we supposed, a forgone conclusion. The Spanish boys in the Victoria took the lead from the first, and they gradually increased it till they were about five lengths ahead. Shortly after the start the Leek burst up, one of the strokeholders, we believe, having broken. The Thistle was handled pretty well, but was not a match for the Victoria, the crew of which was capitally trained and rowed beautifully and evenly from first to last. At the close Thistle made up a little, but never got nearer than three lengths to their rivals.—Time, 9.43.

Victoria. 1
Thistle. 2

5TH RACE.—2.30 P.M.—DANISH CUT.—Presented by the Danish Community. For Four-Oars. Distance, One Mile. Entrance, 81.

Victoria.
Station No. 1.—White and Blue with St. Andrew's Cross.
Bow, W. Watt, 11st. 11lbs.
No. 2, W. Taylor, 10st. 0lbs.
No. 3, E. Blair, 10st. 0lbs.
Stroke, J. H. Stewart Lockhart, 12st. 0lbs.
Cox, W. Stopani, 6st. 0lbs.

Korumbine.
Station No. 2.—White with Blue Sash.
Bow, E. Travers, 10st. 10lbs.
No. 2, E. Molyne, 10st. 0lbs.
No. 3, F. Legge, 11st. 0lbs.
Stroke, T. W. Lamont, 11st. 2lbs.
Cox, J. Tigh, 6st. 0lbs.

The Victoria was the favourite crew, Major Ellis' men being recognised to be too heavy. A good start was made, Ellis having perhaps a slight disadvantage. At first Hayllar's crew had the start, with Lockhart close behind and beating up, while Hickley, who had the outside position, was also forging ahead. Half way to the first pier, Hickley had got ahead, while Hayllar had fallen into the third position. From that time to the end Hickley increased the lead, the crew pulling very well together and very steadily. Lockhart's men on the contrary seemed exhausted when two-thirds of the course had been covered. Hayllar's crew seemed in little better condition. They made a brave spurt at the

Leek.
Station No. 3.—White, Red Sash.
Bow, J. A. Fredericks, 10st. 6lbs.
No. 2, A. H. Ough, 10st. 11lbs.
No. 3, P. B. Simmonds, 12st. 10lbs.
Stroke, F. H. Shepherd, 9st. 8lbs.
Cox, E. Cole, 8st. 2lbs.

Rose.
Station No. 4.—White and Black.
Bow, W. D. Dendwood, 9st. 8lbs.
No. 2, G. L. Duncan, 10st. 0lbs.
No. 3, A. G. Stephen, 10st. 10lbs.
Stroke, A. Duer, 10st. 8lbs.
Cox, G. A. White, 6st. 2lbs.

Shamrock.
Station No. 5.—Red and Black Sash.
Bow, J. M. G. Macaul, 10st. 10lbs.
No. 2, R. M. Jamson, 11st. 0lbs.
No. 3, G. H. Potts, 11st. 11lbs.
Stroke, E. B. Shepherd, 10st. 0lbs.
Cox, M. Fredericks, 8st. 2lbs.

A very satisfactory start was made in this race, and the boats kept in line for a considerable distance. The Shamrock at first looked likely to make a good bid for the prize, her crew rowing very steadily and well together. The Leek, however, a boat that was a good deal fancied, was the first to show any disposition to get ahead; she only succeeded in doing so to a small extent, and the position was soon disputed by the Victoria, which came up and got a lead of about half a length. Soon afterwards the Leek came to the front again and got level with the Victoria. The Korumbine, which had hard work to keep close to the others up to this point, then began to drop behind and soon fell out of the race. The Rose and the Shamrock were then about level, but this position was not maintained long, as the Rose fell rapidly behind. The race was then a hot one between the Victoria and the Shamrock, the Leek being evidently quite out of it. The Shamrock crew, who had kept up their good form all through, made a gallant and what looked for a few moments like a very hopeful attempt to wrest the prize from the Victoria, and it was only by exerting themselves to the utmost that Mr. Stewart Lockhart's boat got in first, about a length ahead. The Rose was a bad third.—Time, 8.41½.

Victoria. 1
Shamrock 2
Rose 3

6TH RACE.—3 P.M.—TO BE ROWED IN CLUB POWER. (Open to Naval Officers of all Nationalities.) Cup presented by T. Jackson, Esq. Distance, One Mile. Time for Oars.

Shamrock.
Station No. 1.—White and Blue.
Bow, R. Lee, 10st. 7lbs.
No. 2, F. Hyde, 10st. 10lbs.
No. 3, E. H. Martin, 12st. 10lbs.
Stroke, C. R. Foot, 11st. 8lbs.
Cox, G. A. White, 6st. 2lbs.

Rose.
Station No. 2.—White and Red.
Bow, W. F. Taylor, 10st. 6lbs.
No. 2, E. D. Chamberlain, 10st. 6lbs.
No. 3, P. Gerald, 11st. 11lbs.
Stroke, C. G. Cradock, 11st. 11lbs.
Cox, F. G. Brooker, 10st. 12lbs.

Leek.
Station No. 3.—Admiral's Flag.
Bow, L. D. Orlinton, 10st. 10lbs.
No. 2, F. B. Field, 11st. 11lbs.
No. 3, R. B. Garde, 11st. 11lbs.
Stroke, J. D. Hickley, 11st. 11lbs.
Cox, W. Howard, 9st. 2lbs.

The boat flying the Admiral's flag had an easy victory. They were really the only crew who pulled steadily well throughout. A good start was made. Rose getting first ahead. It was very soon distanced, however, by Leek, and fell considerably in the rear. Half way to the first pier Shamrock took the second position and came within a length of the leading boat. But it could not make up on Leek, which forged ahead and gradually increased the lead. For the second position there was a fair struggle between Shamrock and Rose. Both the crews, especially perhaps the stroke, seemed pretty well exhausted, and it was difficult to say which would last longest. Shamrock, however, kept the second position and came in a length and a half ahead of Rose, but nearly three lengths behind Leek.—Time, 8.34.

Leek. 1
Shamrock 2
Rose 3

7TH RACE.—3.30 P.M.—GARRISON CUP.—Presented by the Officers of the Garrison. For Four-Oars. Distance, One Mile. Entrance, 81.

Victoria.
Station No. 1.—White and Blue with St. Andrew's Cross.
Bow, E. Blair, 10st. 6lbs.
No. 2, W. Taylor, 10st. 0lbs.
No. 3, A. G. Stephen, 10st. 10lbs.
Stroke, J. H. Stewart Lockhart, 12st. 0lbs.
Cox, W. Stopani, 6st. 0lbs.

Shamrock.
Station No. 2.—Black and Red Sash.
Bow, L. D. Orlinton, 10st. 10lbs.
No. 2, F. B. Field, 11st. 11lbs.
No. 3, R. B. Garde, 11st. 11lbs.
Stroke, J. D. Hickley, 11st. 11lbs.
Cox, W. Howard, 9st. 2lbs.

Korumbine.
Station No. 3.—Black and Red.
Bow, J. H. Shepherd, 10st. 8lbs.
No. 2, G. H. Potts, 11st. 11lbs.
No. 3, A. Denison, 11st. 12lbs.
Stroke, H. E. Hayllar, 11st. 2lbs.
Cox, E. Cole, 8st. 0lbs.

Leek.
Station No. 4.—White and Red Cross.
Bow, J. Little, 11st. 0lbs.
No. 2, G. Bramwell, 12st. 0lbs.
No. 3, H. G. Metcalfe, 14st. 7lbs.
Stroke, Major Ellis, 12st. 0lbs.
Cox, J. T. Tigh, 6st. 0lbs.

This race had a rather unexpected result for some. Lockhart's was the favourite crew, Major Ellis' men being recognised to be too heavy. A good start was made, Ellis having perhaps a slight disadvantage. At first Hayllar's crew had the start, with Lockhart close behind and beating up, while Hickley, who had the outside position, was also forging ahead. Half way to the first pier, Hickley had got ahead, while Hayllar had fallen into the third position. From that time to the end Hickley increased the lead, the crew pulling very well together and very steadily. Lockhart's men on the contrary seemed exhausted when two-thirds of the course had been covered. Hayllar's crew seemed in little better condition. They made a brave spurt at the

Victoria. 1
Shamrock 2
Rose 3

8TH RACE.—4.00 P.M.—FOR MEN-OF-WAR'S GIGS AND WHALERS.—Distance, One Mile. Entrance, 31. First Prize, 31; Second, 25. Time for Oars.—6 seconds per Oar. (Winner of 5th Race, 1st Day, to be excluded.)

H.M.S. Imperieuse. Surprise.
H.M.S. Imperieuse. Surprise.
H.M.S. Imperieuse. Surprise.

Six boats started, and owing to the obstinacy of the crew, who paid no attention to the Umpire's directions to take more sea-room, the start was not very satisfactory. Three of the boats soon dropped out and left the race to be fought by the Alacrity, the Surprise, and one of the Victor Emanuel's boats. The Surprise, after a stiff struggle, dropped behind when the course was about three quarters finished, and the other two boats had a long fight for the first place, the result of which was that the Alacrity got in two lengths ahead.

Alacrity. 1
Victor Emanuel's boat. 2

9TH RACE.—4.30 P.M.—MEMBERS' CUP.—Presented by Members of the Victoria Recreation Club. For Eight-Oars. Distance, One mile. Entrance, 20.

Gloucester.
Station No. 1.—Red and Blue.
Bow, E. Blair, 10st. 0lbs.
No. 2, F. B. Field, 11st. 11lbs.
No. 3, J. Little, 11st. 0lbs.
No. 4, D. Hickley, 11st. 11lbs.
No. 5, H. G. Metcalfe, 14st. 7lbs.
No. 6, J. C. Rockford, 11st. 2lbs.
No. 7, G. Bramwell, 12st. 0lbs.
Stroke, Major Ellis, 12st. 0lbs.
Cox, J. T. Tigh, 6st. 0lbs.

Raceus.
Station No. 2.—
Bow, F. H. Shepherd, 10st. 8lbs.
No. 2, E. B. Shepherd, 10st. 0lbs.
No. 3, W. Taylor, 10st. 0lbs.
No. 4, G. H. Potts, 11st. 11lbs.
No. 5, J. C. Legge, 11st. 0lbs.
No. 6, A. Duer, 10st. 8lbs.
No. 7, G. Stephen, 10st. 10lbs.
Stroke, J. H. Stewart Lockhart, 12st. 0lbs.
Cox, W. Stopani, 6st. 0lbs.

This race was rowed in the dark, which was a pity, as it was one of the most interesting of the Regatta. Where the races succeed each other with such rapidity, however, it can hardly be expected that men rowing in each alternate one, and sometimes in two in succession, can always be ready at the fixed time. It was originally intended that the distance should be a mile and half, but owing to the lateness of the hour it was reduced to a mile. The pace was therefore made fast all through. Major Ellis's was perhaps on the whole the more fancied of the two crews, although they had certainly formidable opponents in Mr. Stewart Lockhart's men. A good start was made and the boats went pretty evenly for a quarter of the course, the Raceus, which had the outside course and was capably steered, having a slight advantage. Both crews rowed well together, but it was thought that the Gloucester men's form would enable them to pass the other boat when they liked. When they increased their pace, however, the Raceus crew responded with more success than was probably expected, and it became evident that it was going to cost a good deal to get level with them. In the opinion of some people, Major Ellis's boat lost a little by having to pass on the inside of a junk which lay in the course, but it is doubtful if this made any difference in the final result. At all events, although they made a vigorous and well managed spurt just before the finish, and succeeded in making up with their opponents, they were not able to get level with them. They therefore were won by about a length.

SAILING RACE.—FOR ALL OPEN BOATS. (Chinese excluded).
Mr. J. R. Burrows' Mary.
Mr. F. H. May's Gigg.
Deaconess' Gigg.
Commodore's Galleys.
Thales' Cutter.

The start for this Race was effected at 1.20, the small fry all getting off well together, with a light northerly air. From the start until nearly 3 o'clock the wind was anyhow; but shortly after 3 a breeze sprang up, which subsequently freshened into a steady and healthy sailing wind. The leading boats were the Thales' Cutter, the Deaconess' Gigg and the Commodore's Galleys; just before rounding Green Island Mark. Here the Thales' Cutter unfortunately fouled the Mark Boat with her spinnaker, and was out of the race. They rounded:

Deaconess' Gigg. 3.15.00
Commodore's Galleys. 3.15.45
Thales' Cutter. 3.16.00
Mary's Kitten. 3.16.45
Barrow's Mary. 3.22.00

On the run to Chong Hoo Deaconess' increased her lead, and the Commodore overhauled Thales' (which kept on her course, although, of course, disqualified.) With the freshening breeze the race passed in the following order:—

Deaconess' Gigg. 3.34.00
Commodore's Galleys. 3.34.50
Thales. 3.35.31
Kitten. 3.37.15
Mary. 3.41.30

Having settled down to beat to windward, some of the boats took the course inside Stonewater's, the rest taking

close to capture Lockhart's position, but only succeeded in getting within a length. Ellis' crew were last along the whole course. They pulled beautifully, but their boat was too low in the water. Hickley's Cox indulged in some fantastic wriggling towards the close crossing over into Lockhart's course, and were it not that the Cox had obtained such a good lead and were in such excellent form they might have lost the race. As it was, however, they came in fully two lengths ahead, looking much fresher than the others. Hayllar's was a good third. Ellis' boat made a good start at the end, but could not make up much. Time 7.34.

Shamrock. 1
Victoria. 2
Korumbine. 3
Leek. 4

8TH RACE.—4.00 P.M.—FOR MEN-OF-WAR'S GIGS AND WHALERS.—Distance, One Mile. Entrance, 31. First Prize, 31; Second, 25. Time for Oars.—6 seconds per Oar. (Winner of 5th Race, 1st Day, to be excluded.)

H.M.S. Imperieuse. Surprise.
H.M.S. Imperieuse. Surprise.
H.M.S. Imperieuse. Surprise.

Six boats started, and owing to the obstinacy of the crew, who paid no attention to the Umpire's directions to take more sea-room, the start was not very satisfactory. Three of the boats soon dropped out and left the race to be fought by the Alacrity, the Surprise, and one of the Victor Emanuel's boats. The Surprise, after a stiff struggle, dropped behind when the course was about three quarters finished, and the other two boats had a long fight for the first place, the result of which was that the Alacrity got in two lengths ahead.

Alacrity. 1
Victor Emanuel's boat. 2

9TH RACE.—4.30 P.M.—MEMBERS' CUP.—Presented by Members of the Victoria Recreation Club. For Eight-Oars. Distance, One mile. Entrance, 20.

Gloucester.
Station No. 1.—Red and Blue.
Bow, E. Blair, 10st. 0lbs.
No. 2, F. B. Field, 11st. 11lbs.
No. 3, J. Little, 11st. 0lbs.
No. 4, D. Hickley, 11st. 11lbs.
No. 5, H. G. Metcalfe, 14st. 7lbs.
No. 6, J. C. Rockford, 11st. 2lbs.
No. 7, G. Bramwell, 12st. 0lbs.
Stroke, Major Ellis, 12st. 0lbs.
Cox, J. T. Tigh, 6st. 0lbs.

Raceus.
Station No. 2.—
Bow, F. H. Shepherd, 10st. 8lbs.
No. 2, E. B. Shepherd, 10st. 0lbs.
No. 3, W. Taylor, 10st. 0lbs.
No. 4, G. H. Potts, 11st. 11lbs.
No. 5, J. C. Legge, 11st. 0lbs.
No. 6, A. Duer, 10st. 8lbs.
No. 7, G. Stephen, 10st. 10lbs.
Stroke, J. H. Stewart Lockhart, 12st. 0lbs.
Cox, W. Stopani, 6st. 0lbs.

This race was rowed in the dark, which was a pity, as it was one of the most interesting of the Regatta. Where the races succeed each other with such rapidity, however, it can hardly be expected that men rowing in each alternate one, and sometimes in two in succession, can always be ready at the fixed time. It was originally intended that the distance should be a mile and half, but owing to the lateness of the hour it was reduced to a mile. The pace was therefore made fast all through. Major Ellis's was perhaps on the whole the more fancied of the two crews, although they had certainly formidable opponents in Mr. Stewart Lockhart's men. A good start was made and the boats went pretty evenly for a quarter of

Intimations.

NOTICE.

JEE'S SANITARY COMPOUNDS
COMPANY, LIMITED.

THE Undersigned have This Day been appointed SOLE AGENTS for the Sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit Purchasers, at Prices Extra special terms for Shipping and large orders.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, October 1, 1888. 1692

MOORE'S GOGO SHAMPOO
WASH.

THIS WASH HAS PROVED ITSELF TO BE THE BEST PREPARATION EVER PRESENTED TO THE PUBLIC.

THE Basis of this compound is made of Gogo Root. The natives of the Philippine Islands never use anything else for washing their hair; you never see them bald, and it is quite common to see the females with hair from 5 to 6 feet long. By using this SHAMPOO WASH as directed, you will never be bald. The Proprietor offers the Wash to the public, being entirely confident that by its restorative properties it will surely arrest decaying hair, completely eradicate scurf, dandruff, and cure all diseases of the scalp; it does not contain any poisonous drugs, but, by its cooling properties, always the itching and fever of the scalp.

Mr. Moore has succeeded in being able to put this Wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

CAMPBELL, MOORE & Co., Ltd.,
Under Hongkong Hotel.

Hongkong, May 17, 1888. 810

BEI DAT QUI CITO DAT.

SOLDIERS AND SAILORS
FAMILIES'
ASSOCIATION.

FOR AIDING THE WIVES AND FAMILIES OF
MEN OF ALL BRANCHES OF THE
LAND AND SEA FORCES OF
THE UNITED KINGDOM.

HER MAJESTY THE QUEEN
Patron.

H. R. H. THE PRINCESS OF WALES.
President.

A BRANCH of this most useful and beneficent Association, now so widely extended over England and India, has been started in this Military command, under the name of THE HONGKONG AND STRAITS SETTLEMENTS SOLDIERS AND SAILORS FAMILIES' ASSOCIATION.

It is formed for the purpose of aiding the Wives and Families of men of all branches of H. M. Forces now serving or who shall hereafter serve in Hongkong, or in the Straits Settlements, and of co-operating generally with the Parent Association in England, by collecting funds and furnishing information about the families of soldiers and sailors serving here, who may need assistance at home.

The Association in Hongkong is under the management of a General Committee consisting of—

Mrs. CAMERON, President.
Mrs. MAXWELL, Vice-President.
Mrs. BELL, Mrs. BURTON,
Mrs. CHARTER,
Mrs. MAXWELL,
Mrs. NOLAN.

With Mr. THOMAS JACKSON as Treasurer, and the undersigned as Honorary Secretary. The following extract from the Rules is published for general information—

5.—Any person being a member of the General or of any branch Committee of being an annual subscriber of not less than five dollars to the funds shall be a member of the Association.
6.—Any donor of not less than Fifty dollars and any person who shall have collected and paid to the funds of the Association a sum of not less than Three hundred dollars shall be a Life Member.
7.—Every Regiment or Ship which shall contribute a sum of not less than fifty dollars, and every Incumbent who may grant the use of his pulpit for a Sermon in aid of the Association, and from whom a like sum of not less than fifty dollars be received shall also be Members of the Association.
8.—Every Member of the Association shall have one vote at the Annual or any Special Meeting of the Association. A Regiment may vote by its Colonel and a Ship by its Captain or other Commanding Officer; or in either case by any Commissioned Officer in Her Majesty's Army or Navy, nominated in writing for the Regiment or Ship by the Colonel, Captain or other Commanding Officer.

9.—All annual subscriptions to the Association shall become due on the 1st day of January in each year, and shall be paid to the Treasurer of the Association of the Association; Members joining the Association after the 30th of September shall be considered as becoming subscribers from the 1st day of January following.

Life Members.

Lieutenant General CAMERON, O.B.
The Northamptonshire Regiment.
Major CHURCHILL, Scots Regiment.
No. 5 BATTERY, 1st Brig. E. Div., R.A.
No. 7 " 1st Brig. W. " "
Mrs. GRANTVILLE SHARP.
Honorable B. LAYTON.
Thomas JACKSON, Esq.
Honorable C. E. CRATER.
H. N. MOY.
Honorable J. BELL-IRVING.
R. BELLIOS, Esq.
E. MACKINTOSH, Esq.
J. HOLLIDAY, Esq.
Honorable P. RYAN.
J. J. FRANCIS, Esq., Q.C.
Honorable F. STEWART.
G. E. NOBLE, Esq.
GERALD STADE, Esq.
W. G. BRODIE, Esq.

Copies of the Rules may be had on application to the Undersigned. Subscriptions and Donations are earnestly requested.

For the GENERAL COMMITTEE,
JNO. J. FRANCIS,
Hon. Secretary.

Hongkong, November 14, 1888. 1916

A RAMBLE THROUGH SOUTHERN
FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the China Review, contains one of the best Sketches of Formosa Life yet written. A few roughly-etched Woodcuts are included in the pamphlet.

May be had—Price, 3s.—at Messrs. LANE, CHAWORTH & Co.'s, and Messrs. KELLY & WALSH, Limited, Hongkong; also, Mr. N. MOORE, Amoy.

Hongkong, March 3, 1888. 363

Mails.



STEAM FOR

SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLES, MALTA,
GIBRALTAR, BRINDISI, PLYMOUTH,
AND LONDON;
ALSO,
BOMBAY, CALCUTTA AND
AUSTRALIA.

N.H.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSTAN, CULF PORTS, MARSEILLES, THIEPTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THIS PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship CLYDE, Captain W. W. MUIR, with Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY and SUEZ CANAL on WEDNESDAY, 10th December, at Noon.

Cargo will be received on board until 4 p.m. on the day before sailing. Passengers and Specie (Gold) at the Office until 4 p.m. on the day before sailing. Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT AND PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Packages are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, December 6, 1888. 2092

Occidental and Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THIS Steamship ARABIC will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 19th December, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return ... 350.00
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50a, Queen's Road Central, Hongkong, November 28, 1888. 2001

NORDDDEUTSCHER LOYD.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMER & HAMBURG,
PORTS IN THE LEVANTE, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ONSUNDAY, the 23rd day of December, 1888, at 10 a.m., the Company's Steamship PRUSSIAN, Capt. O. FORST, with MALES, PASSENGERS, SPECIE AND CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 22nd December. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, November 24, 1888. 1983

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF SYDNEY will be despatched for San Francisco, via Yokohama, on SATURDAY, the 20th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return ... 350.00
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central, Hongkong, December 5, 1888. 2064

CANADIAN PACIFIC STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship ABYSSINIA, 3,651 Tons Register, G. A. Lee, Commander, will be despatched for YANCOUVER, B.C., via KOBE and YOKOHAMA, on THURSDAY, the 10th January, 1889, at 3 p.m.

To be followed by the S.S. BATAVIA, on the 7th February, and S.S. PARTHA, on the 7th March.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, Mex. \$100.00
To San Francisco ... 175.00
To all common points in Canada and the United States ... 230.00
To Liverpool ... 300.00
To London ... 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 9th January.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, December 13, 1888. 2104

Insurances.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A.D. 1720.

THE Undersigned, having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Fire Department.
Policies issued for long or short periods at current rates.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, October 19, 1888. 1760

QUEEN FIRE INSURANCE CO.
PANTY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.
Hongkong, July 15, 1887. 1840

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILLMAN & Co.
Hongkong, January 1, 1882. 14

SAILOR'S HOME.

ANY Out-of-Clothing, Boots, or Papers will be thankfully received at the SAILOR'S HOME, West Point, Hongkong, July 20, 1887.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour H.

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Poddar's Wharf.
6. From Poddar's Wharf to the Naval Yard.

Vessel's Name.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Abysinia	Brit.	3651	Dec. 12	Adams, Bell & Co.	Hollow, &c.	To-morrow
Alvine	Brit.	400	Dec. 13	Wier & Co.	San Francisco	19th inst.
Amor	Brit.	1340	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arabia	Brit.	4378	Dec. 13	Wier & Co.	San Francisco	19th inst.
Ararat	Brit.	1355	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arcturion	Brit.	448	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arcturion	Brit.	1500	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arcturion	Brit.	795	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arcturion	Brit.	648	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arcturion	Brit.	1057	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arcturion	Brit.	1030	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arcturion	Brit.	771	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arcturion	Brit.	927	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arcturion	Brit.	1700	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arcturion	Brit.	330	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arcturion	Brit.	825	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arcturion	Brit.	1367	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arcturion	Brit.	1011	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arcturion	Brit.	771	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arcturion	Brit.	927	Dec. 13	Wier & Co.	San Francisco	19th inst.
Arcturion	Brit.	1700	Dec. 13	Wier & Co.	San Francisco	19th inst.
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